

### **Expansion of Chanheta railway halt**

†1901. SHRI VEER PAL SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal of expansion and renaming of Chanheta railway (halt) station in Bareilly district as Bareilly Cantt railway station;

(b) if so, the details thereof; and

(c) if not, by when it is proposed to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, sir.

(b) Does not arise.

(c) Change of name of a railway station is done on the recommendation of the concerned State Government with the approval of Ministry of Home Affairs. No such proposal has been received by the Ministry of Railways either from the State Government or Ministry of Home Affairs.

### **Delay in running of trains in Kiul-Sheikhpura-Gaya sections**

†1902. SHRI JABIR HUSAIN: will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the trains bounded for Kiul-Sheikhpura Gaya-section of East-Central Railway always run very late in absence of double track and electrification;

(b) if so, the passengers and tourists of Gaya-Shahebganj and Gaya-Deoghar sections have to face a lot of inconveniences due to this delay;

(c) whether it is also a fact that even the platform have not been constructed on most of the railway stations of this route and passengers have to face a lot of difficulty in boarding the trains; and

(d) if so, by when Government would take suitable action in the interest of railway passengers?

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†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Late running of trains on the section is mostly due to Alarm Chain Pulling, Clapet Valve Operation, Hose-Pipe Disconnection by miscreants in the section. However, Railways do take measures to check these occurrences by deploying ticket checking staff and RPF escort in the section to check such cases, so that inconveniences of passengers are mitigated.

(c) Platforms are provided at all railway stations. High level platforms are available at Kiul, Luckeesarai, Sheikhpura, Warisaliganj, Nawadah, Tilaiya, Manpur and Gaya stations. Other stations on the section have either low level or rail level platforms. Some difficulty may be faced by passengers entraining/detraining from low/rail level platforms.

(d) There are more than 8000 railway stations on Indian Railways, and it is not feasible to provide all stations with high level platforms. However, raising of platforms is a continuous process and is undertaken depending upon category of stations, growth in passengers, availability of funds and inter-se priorities.

#### **Examinations /interviews conducted by RRB**

1903. SHRI KARNENDU BHATTACHARJEE: Will the Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question No. 2526 given on the 17th March, 2006 and state:

(a) whether some list of selected persons on the basis of examination/ interview was made by the Railway Recruitment Board, if so, the details thereof and if not, the reasons therefor; and

(b) whether 10530 vacancies in North Frontier Railway as on 31st January, 2006 exist and what is the planning to fill up these posts and when all posts are likely to be filled?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Based on written examinations conducted by Railway Recruitment Board, Guwahati, total 445 candidates in the year 2004-05 & 3294 candidates in the year 2005-06 were selected for Group 'C' and 'D' categories of posts.